

## **Martin Luther King, Jr. Drive Corridor Transportation Study** **Final Report**

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### **Segment 1B Overview (Interstate 285 to H.E. Holmes Drive)**

#### *Proposed MARTA TOD Activity Node (at Interstate 285)*

- Will serve as a gateway development for the corridor
- Will be a mixed-use TOD project (*consistent with MARTA's current plans*)
- Project will enhance the street edge of the corridor

A MARTA Locally Preferred Alternative (LPA) study for the West Line completed in 2003 included a site plan, as shown in Figure 3-13, that placed a new station on the northeast and southeast corner of the intersection of Interstate 285 and MLK Jr. Drive. This activity node TOD offers one of the most exciting and challenging opportunities along the entire corridor. Recommendations for this node include small design edits to the site plan recommended in the MARTA study that will better serve the TOD. These recommendations are shown in Figure 3-14.

The proposal, as recommended for the MLK Jr. Drive Corridor Transportation Study, would add the station as well as develop a gateway entrance to the MLK Jr. Drive corridor. The community supported the TOD for the node outlined in the MARTA plan, but did have concerns about the proposal's dependence on replacing an existing multi-family housing community and the resulting displacement. In response to those concerns the MLK Jr. Drive Corridor Transportation Study recommends amending the MARTA site plan with additional housing, using a building design that strengthens the street edges (and encourages more pedestrian activity), adds shops and commercial/retail and provides efficient parking in locations less visible from MLK Jr. Drive. All designs should find creative methods to discourage crime by providing for easy surveillance.

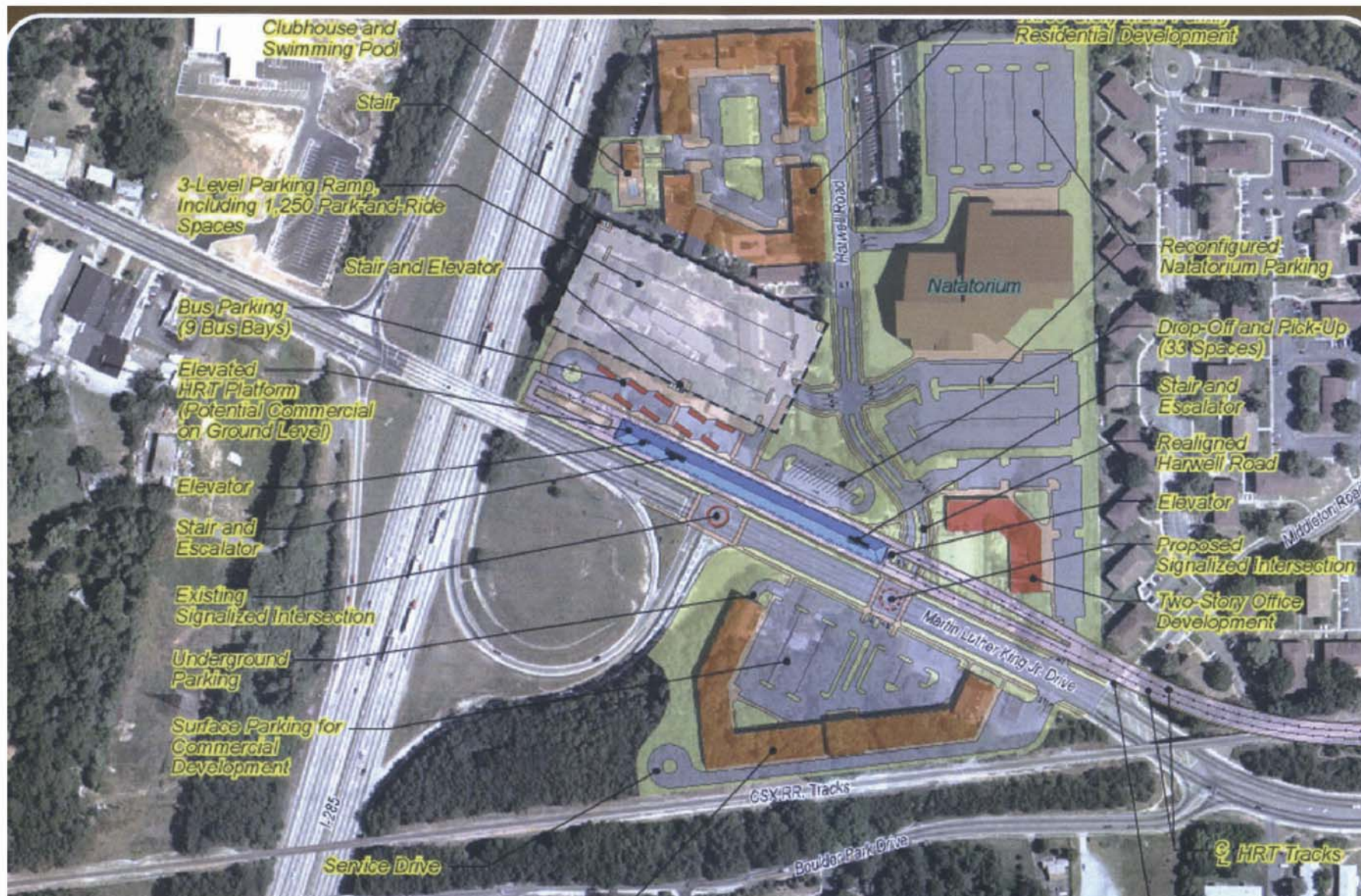
This plan increases the development intensity with mixed-use residential elements in three to four-story buildings. The plan centers new development among the MARTA station (for buses and rail), the Adamsville Recreation Center and residential blocks with interior parking structures with rooftop green spaces/parks/gardens.

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0 30 70 140  
SCALE: 1"=70'-0"



MARTA EXTENSION			
Total Site Acreage	27		
Total Commercial ft <sup>2</sup>	23436	Total Commercial Units	N/A
Total Residential ft <sup>2</sup>	66035	Total Residential Units	87
Total Parking ft <sup>2</sup>	167604	Total Parking Units	55b
Total Green Space ft <sup>2</sup>	3448		

**Figure 3-13: Segment 1B - Development at MARTA TOD Node  
Approved Locally Preferred Alternative (LPA) Site Plan**



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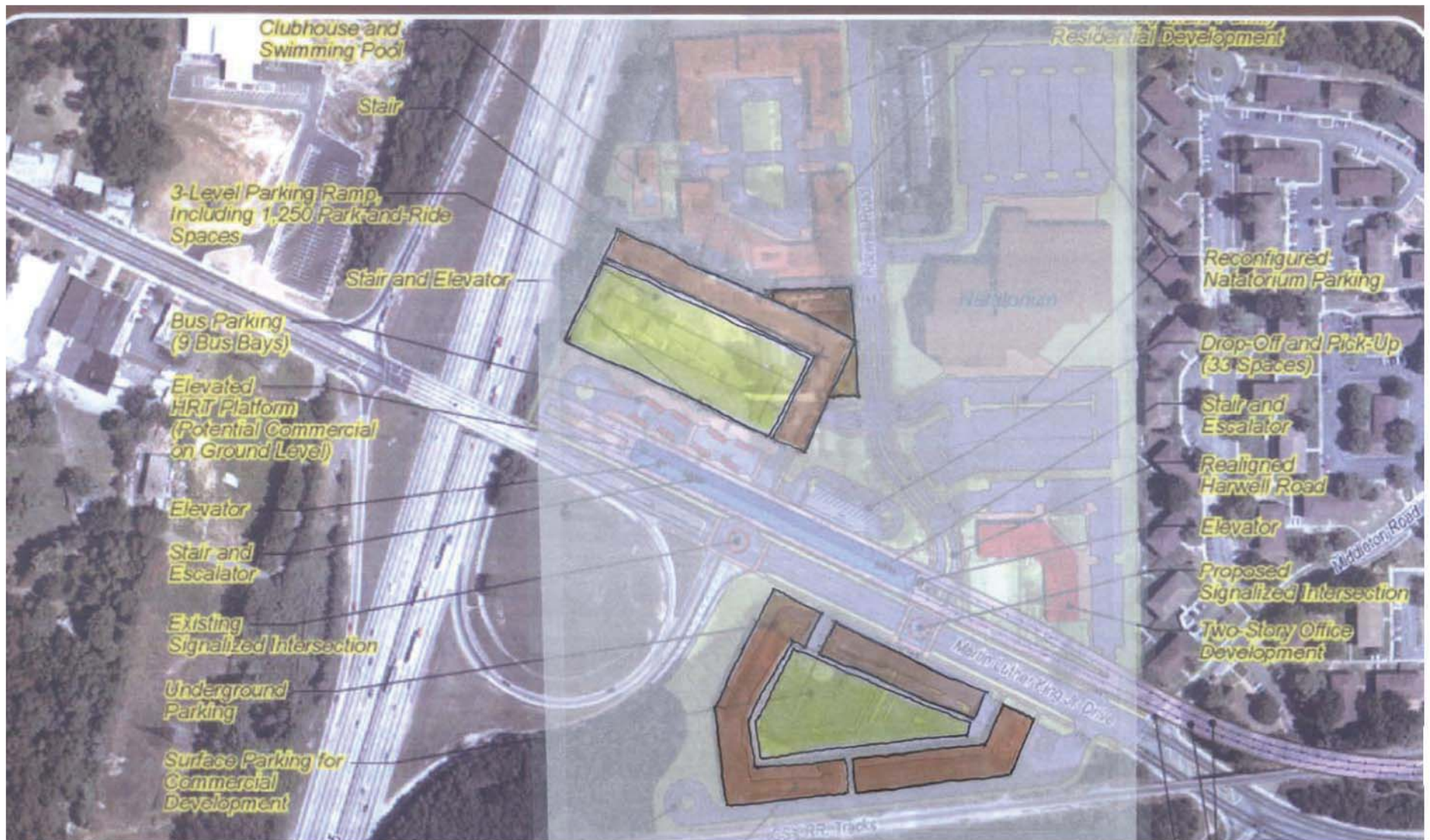


Figure 3-14: Segment 1B - Development at MARTA TOD Node  
Recommended Changes to LPA Site Plan



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*MLK Jr. Drive at Lynhurst Activity Node*

- Phased development – with Phase 1 bringing additional residential development to help support proposed and existing commercial/retail
- Phase 2 would create a Town Center approach with Live/Work/Play elements
- Final phase outlined in the H.E. Holmes LCI Study Concept Plan
- Additional green space with minimal disturbance to existing parking
- Proposed improvements connect existing development on the north side of the corridor to the activity node
- Improve property between MLK Jr. Drive and the railroad right of way and create park space that will include the multi-use path connecting Holmes MARTA station to Adamsville Recreation Center
- Proposed renovations to the existing shopping center

The activity node at the intersection of MLK Jr. Drive and Lynhurst Drive centers on the existing West Ridge Shopping Center with more than 170,000 square feet of retail space. The effort was to bring about change and development that would respond to and respect some of the cares and concerns of the existing owner, while also imagining the future redevelopment potential for the entire site. The recommendations focus on bringing in medium density of a mixed-use nature to the site. Adding residents will provide new customers for the existing and future businesses located in West Ridge. The phasing outlined in the diagrams move toward a design direction that would celebrate the existing as much as possible while still bringing more users (more rooftops) to the site. The H.E. Holmes LCI Study outlined the long-term redevelopment goal of the site in the study's concept plan, shown in Figure 3-17.

The owner's concerns included a potential loss or relocation of parking, visibility/exposure from automobile traffic on MLK Jr. Drive and economical – using the existing structures as much as possible. The first phase, shown in Figure 3-15 of recommendations focused on three concerns:

- a. Address the unsightly/unkempt nature of the property on the north side of MLK, across the street from the West Ridge Shopping Center MLK Jr. Drive by converting the linear lot into a manicured green space/park with a cultural building/element at its western most end – just slightly off axis with the Lynhurst Drive/MLK Jr. Drive intersection. The green space would include a series of bridges/pedestrian connectors that would allow residents in the multi-family residential communities on the north side of MLK Jr. Drive and the railroad a safe method of crossing the railroad and thus a better opportunity to access the plaza, a place to meet their needs for goods and services (in addition to the bus super stop outlined in the transportation section).
- b. The second element of Phase 1 strengthens the existing land use pattern along Lynhurst Drive, south of MLK Jr. Drive, within the plaza – along its western most edge and also strengthens the existing residential edge along MLK Jr. Drive just west of Lynhurst Drive.
- c. Adds Transit Superstop (described in detail in transportation section)

Phase 2 focuses on intensification of West Ridge and is shown in Figure 3-16. With respect to its size, location and amount of underutilized area (central surface parking lots) West Ridge has the potential of becoming a mixed-use town center. Phase II adds more residential elements (multi-